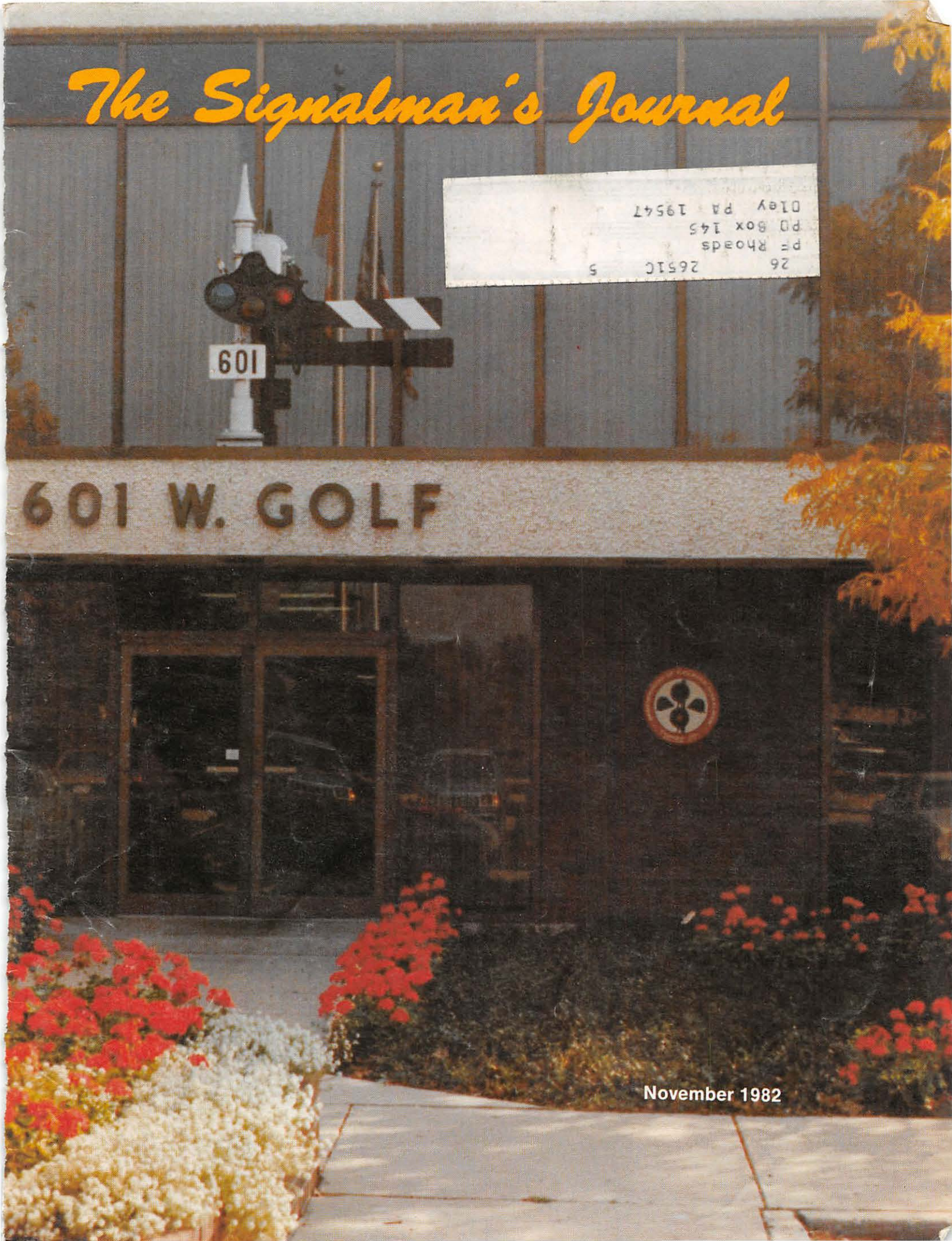
The Signalman's Journal



November 1982

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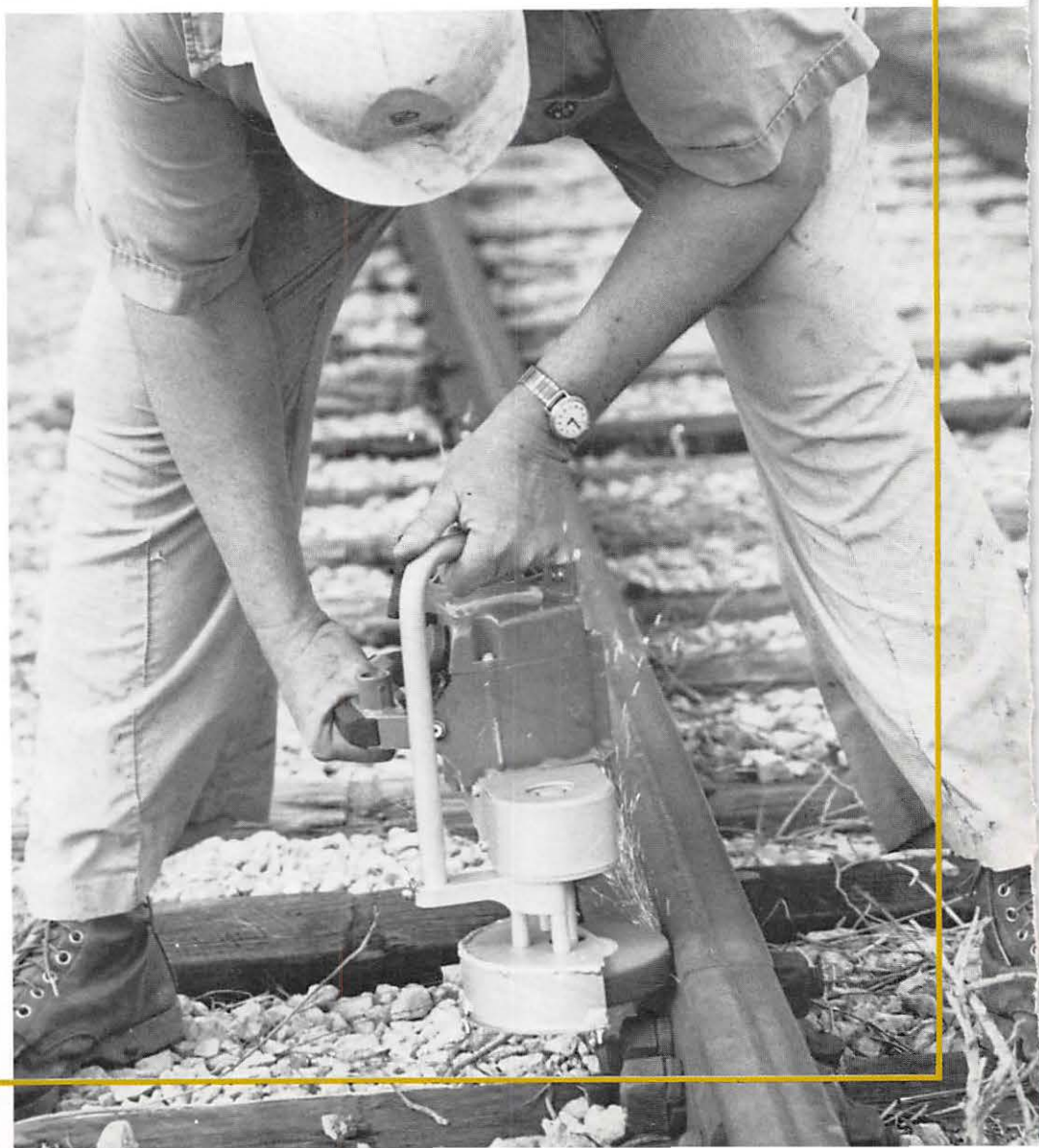

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The SIGNALMAN'S Journal

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Volume 63 Number 9 November 1982

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CONTENTS

Features
6 Union Industries Show
9 What is Unionism?
10 Bates Addresses National Railroad-Highway Conference
14 Pacific Southwest General Committee Meeting
16 Convention Delegations
21 OSHA, One Year Later

Departments
4 News
5 Bates Commentary
12 News From Washington
13 Beauchamp on Health
15 Deaths
22 News About Members
24 How to Buy — Margolius
26 Railroad Board Information
30 Signalman's Store

Insert: Signal Training Bulletin: A-18 Surge Protection

Cover: Fall View — Brotherhood of Railroad Signalmen Headquarters

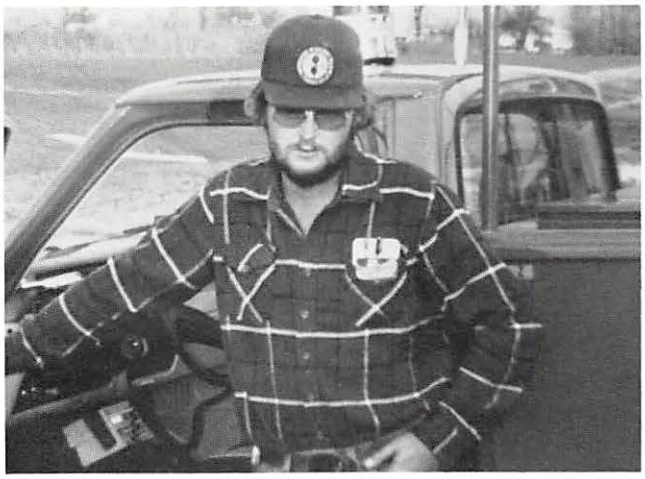
News

BURLINGTON NORTHERN SIGNAL MAINTAINER CONTINUES EDUCATION

Brother G. A. "Greg" Snyder, a member of Local 103 recently graduated from Burlington Northern's Signal Training School at St. Paul, Minnesota. His signal training sparked an interest in the electronic aspect of railroad signalling which motivated Greg to consider enrollment in advanced electronics courses at Lincoln Land Community College in Springfield, Illinois. He intends to complete studies in preparation for BN's qualifying examination given to prospective electronic technicians and an associate degree in electronics technology.

Greg is a graduate of Hannibal-LaGrange Junior College and holds an Associate of Arts Degree in Biological Science. He also attended Northeast Missouri State University at Kirksville.

Greg has been employed by the Burlington Northern for nine years and has been assigned as CTC maintainer at Beardstown, Illinois for the past five years. He and his wife, Kathy, and four year old daughter Carrie presently live in Arenzville, Illinois.



Get a withdrawal card from your recording & financial secretary when leaving the Brotherhood due to resignation, furlough or dismissal.

BURLINGTON NORTHERN GRADUATES ITS 25TH CLASS OF SIGNAL APPRENTICES

The Burlington Northern Railroad Signal Apprentice Training Program, which is in the Technical Training Section of the Human Resources Department, graduated its 25th or "Silver" Class of Signal Apprentices on August 6, 1982.

This class brings the total number of Signal Apprentice Training graduates to 321 and contains the first two young ladies to complete the program. Kathryn Pettry and Rebecca Moore both work on Burlington Northern's Denver Region and are members of Local 119. They completed training in the upper half of all graduates for homestudy scores, lab skills and qualification scores.

Burlington Northern's Signal Apprentice Training Program, which commenced in 1973, is conducted at the Railroad's General Office Building in St. Paul. It consists of four 2-week classroom sessions spaced by six month on-the-job training intervals.

The program currently has 170 Apprentices at various stages of training. More than 40% of Burlington Northern's Signal Employees represented by the Brotherhood of Railroad Signalmen will be graduates of the program by the end of 1982.

Burlington Northern's 25th Class of Signal Apprentices

Pictured from left to right are: (kneeling) L. D. Mikelson, Manager, Signal Training; R. L. Elston, Assistant Manager, Signal Training. Standing (left to right): R. A. Flick, Local 188; B. M. Mills, Local 188; K. L. Pettry, Local 119; P. W. Bane, Local 188; C. J. Schiele, Local 154; J. W. Stibbs, Local 154; G. O. Bryson, Local 87; R. D. Dobson, Local 87; R. R. Moore, Local 119; G. D. Barker, Local 103; B. J. Glaudel, Local 103; P. J. Preble, Local 119; S. Chapman, Local 133 and J. H. Moss, Local 133.

Bates' Commentary

Our struggle to continue the Railroad Retirement System will continue, notwithstanding the President's statements prior to the election that he does not advocate reduction of benefits for retirees covered by the Social Security System.

The following is a message to Congress from the White House dated October 25, 1982:

"THE WHITE HOUSE
Office of the Press Secretary

For Immediate Release October 25, 1982

TO THE CONGRESS OF THE UNITED STATES:

I hereby submit to the Congress the Annual Report of the Railroad Retirement Board for fiscal year 1981, pursuant to provisions of Section 7(b)6 of the Railroad Retirement Act, enacted October 16, 1974, and Section 12(1) of the Railroad Unemployment Insurance Act, enacted June 25, 1938.

The Chairman of the Railroad Retirement Board informs me that despite changes in railroad retirement negotiated by rail labor and management and enacted in the Omnibus Budget Reconciliation Act of 1981, the railroad retirement Act of 1981, the railroad retirement system faces severe financial difficulty. With the railroad industry's strong tradition of collective bargaining, it is my belief that the parties should be free to negotiate and implement changes in the railroad retirement system as part of their normal collective bargaining. Restoring the rail industry's pension to the private sector as proposed would free rail labor and management from inappropriate Federal intrusion in their affairs. The rights and benefits of active and retired rail workers would be unaffected by this reorganization, with the Federal government continuing to provide social security to retired rail workers, their families and dependents.

RONALD REAGAN

THE WHITE HOUSE,
October 25, 1982"

It is difficult to understand that part of the President's message which states unequivocally that "the rights and benefits of active and retired rail workers would be unaffected by this reorganization." In the last proposal to discontinue the Railroad Retirement System, it was our understanding that the recommendation contained provisions to exempt the proposed "private sector" plan from provisions of the Employee Retirement Income Security Act, which in effect guarantees participants in a pension system that they will actually receive the benefits they are entitled to receive. ERISA was enacted after certain corporations such as Studebaker (private sector) failed financially, and their employees entitled to receive pension benefits from their private sector pension funds were deprived of those benefits.

Should the Railroad Retirement System be dismantled as proposed by the Administration, we must ask the proposers what recourse for benefits would retired employees of the Rock Island or other railroads in bankruptcy have to secure those benefits?

We will continue to oppose the White House proposal to eliminate our retirement system and solicit the assistance of each of our members in writing and telephoning their Congressmen and Senators to voice their objections to the White House proposal.

Tom Bates

Obviously enjoying his visit to the Union Industries Show is Jason Carilli. Little Jason is the grandson of Don Murphy, General Secretary-Treasurer, United General Committee.

The United General Committee was well represented at the show. Posed (left to right) are: V. M. "Butch" Speakmen, Local 52; Don Murphy, Local 40; Willis Abner, Local 52; and W. D. "Dink" Best, Local 45.

Retired Grand Lodge Officer Gerald Orndorff and wife, Irene, visited the Brotherhood's display while attending the show. Pictured (left to right): Val Van Artsdalen, Grand Lodge Representative; W. D. "Dink" Best, Secretary-Treasurer; Gerald Orndorff, Retired Vice President; Irene Orndorff; V. M. "Butch" Speakman, Grand Lodge Representative; and W. D. "Dan" Pickett, Grand Lodge Representative.

SIGNALMEN PARTICIPATE AT UNION INDUSTRIES SHOW, PITTSBURGH, PA.

W. D. "Dink" Best, Secretary-Treasurer, poses with John Perkins, COPE Director for the AFL-CIO.

Kimberly Pickett proudly shows cake depicting the BRS logo that was decorated by a member of Bakery, Confectionery and Tobacco Workers International Union.

Posed at the BRS display booth are: J. R. McDonald, General Chairman, B&O; Mrs. Sally McDonald and Dan Pickett, Grand Lodge Representative.

AFL-CIO Secretary-Treasurer Tom Donahue (left) and Assistant to the Secretary-Treasurer, Jim Kennedy, drop by and enjoy chat with Dan Pickett, Grand Lodge Representative and W. W. Lauer, Director of Research.

Area signalmen take time to visit the show in Pittsburgh. Pictured (left to right) are: W. D. "Dink" Best, Secretary-Treasurer; Brother and Mrs. Jerry Adams, Local 40; Don Murphy, General Secretary-Treasurer, United General Committee; W. W. Lauer, Director of Research.

In addition to the Union Industries Show, Secretary-Treasurers from various AFL-CIO affiliated Unions meet to discuss common issues. Enjoying conversation during a break in the meeting are: John Shepherd, Secretary-Treasurer, United Transportation Union and W. D. Best, Secretary-Treasurer, Brotherhood of Railroad Signalmen.

Retired Signalman Dave Dunning (center) attended the Union Industries Show and renewed old friendships with Don Murphy (left) and Dink Best. Brother Dunning was former Local Chairman of Local 112.

Enjoying the show are: Val Van Artsdalen, Grand Lodge Representative; Willis Abner, Executive Assistant General Chairman, United General Committee; and Don Murphy, General Secretary-Treasurer, United General Committee.

Save for the silver lining.

There's an old song that advises you to look for the silver lining. Certainly a good piece of advice. But here's some better advice! *Save* for the silver lining.

Save enough to line those dark clouds. It's easy. Buy U.S. Savings Bonds through the Payroll Savings Plan. On the Plan, you set aside a little each payday for Bonds. And that'll chase some gloom away, right off.

But if dark skies should appear, remember, Bonds can help you find the sunny side of life.

Take stock in America.

UNITED STATES SAVINGS BONDS

WHAT IS UNIONISM?

All too often, our members become so wrapped up in their daily activities that they seem to overlook the basics of trade unionism.

A trade unionist is a very unusual and unique person. A unionist is a pioneer of the American spirit who believes in the fulfillment of democracy's promise and its application to the economic field. This belief arises from a deep conviction of his or her own dignity and the dignity of all persons, and an understanding of the world in which we live.

The trade unionist knows that working people can trust no one else to look after their affairs. The unionist has learned, in dealing with organized capital, that wage earners must unite to secure recognition of the human and economic rights to which they are justly entitled. Otherwise, they are utterly dependent upon the whims of their employers.

The concrete expression of these principles is the collective bargaining agreement.

The collective bargaining agreement establishes a government of law in the workplace, replacing the government of man that exists when the boss has an unchallenged say about conditions of work. The wisdom of workers' organization into unions to extend democracy into the important area of their jobs is written in the books of history.

Favoritism and preferential treatment have been discouraged and workers have gained protection against unjust punishment or unjust discharge.

Wages have risen dramatically, while hours of work have been reduced.

Social benefits, such as health insurance for the worker and his or her dependents and pension plans, have been gained.

On-the-job security has greatly advanced over the years and more and more paid leisure time has been gained.

Supplementary unemployment benefits have been gained, which assure workers some measure of security during periods of unemployment.

In the process of achieving these advances, the trade unionist has become a pacesetter for unorganized wage earners — indirectly raising wages and improving working conditions for the non-union worker in industry.

Union wages are the boast of many non-union employers because union-negotiated wage rates are recognized without question as the best in any field; but workers who are misled by these boasts into working without a collective-bargaining agreement, miss the essential point of union membership, which is the establishment of democracy in the workplace. Lacking the basic protection of the collective-bargaining agreement a non-union worker remains a pawn in the hands of management.

On a larger scale, the economic and social gains made by unions benefit and strengthen the entire nation and all its diverse elements, including employers and the government.

Bigger paychecks increase the amount of money consumers have to spend. The more money the consumer has to spend, the greater the mass purchasing power. The greater the mass purchasing power, the greater the mass consumer market. One follows the other and, as a result, the entire economy is strengthened.

Thus, the trade unionist has become an economic force as the result of the worker's success in shaping his or her own destiny.

For the most part, both members of unions and the public in general do not count these blessings or concern themselves too much with their origin. Rather, they are inclined to take them for granted — as oftentimes they take their union for granted — not understanding the meaning of Union.

As is written, to understand the strength of our union, you should understand the meaning of Union. We have become so accustomed to the name Union that we take it for granted; we use the word literally as we use many other words — not pausing long enough to analyze their exact importance. To most, it means a dues book, dues, meetings, officers, rules and regulations. But, we oftentimes seem to forget the primary meaning of our union. Union means unity, taking a large mass of people, taking hundreds, thousands of workers of all races, colors, and creeds, and making them into one.

Union is oneness, and it means not only physical oneness, but also intellectual oneness, spiritual oneness; a great body composed of thousands of small bodies, cells as it were. If each and every one of the cells were to draw away into different directions, it would create chaos and weakness. It is only when the spirit of unionism is fused into one great force that we become powerful and effective that we are able to speak with one voice and be heard.

For the struggles that lie ahead of us, and the struggles are many, we must have all of the force, all of the power, all of the intellect, all of the idealism and enthusiasm that all of us collectively and individually possess. When it comes to the one point in this Union which unites us all, the promotion of the welfare of this Union — regardless of our politics, regardless of our race, regardless of our creed, regardless of our social philosophies — the one great sacred point, the struggle for the advancement of our members' interests — on that point all differences must be submerged by the greater, more powerful, more commanding motive of making a success of our struggle.

BATES ADDRESSES NATIONAL RAILROAD-HIGHWAY CONFERENCE

The 1982 National Rail-Highway Crossing Safety Conference held in Kansas City, Missouri, August 3-September 2, presented President Bates the opportunity to express rail labor's views regarding present and future grade crossing safety programs.

An abstract of President R. T. Bates' remarks follows:

Good morning ladies and gentlemen, it is indeed a pleasure to return to such a distinctive forum as the National Rail-Highway Crossing Safety Conference and share with you rail labors perspective regarding present and future grade crossing safety programs.

Historically, the Brotherhood of Railroad Signalmen and other rail labor organizations have embraced constructive programs designed to enhance the safety of rail-highway, grade crossings. One such program, proudly co-sponsored by the Brotherhood of Railroad Signalmen is "operation lifesaver."

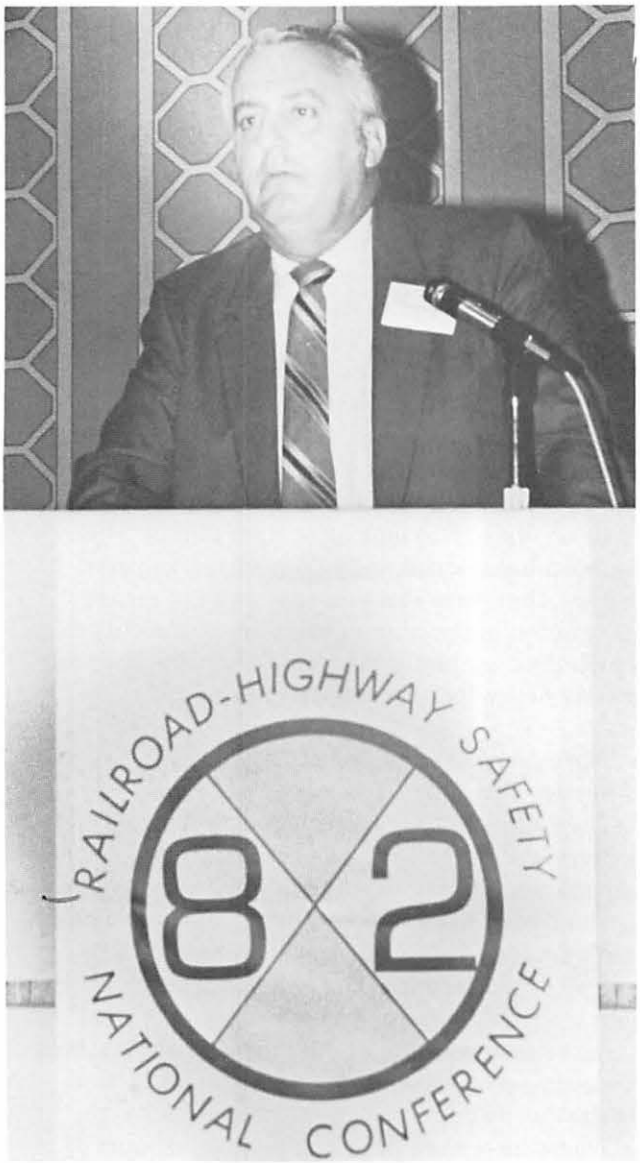
As many of you are aware, "operation lifesaver" is a highly effective highway/rail crossing safety program operated on the foundation of educating the traveling public of the potential hazards at grade crossings.

The Brotherhood of Railroad Signalmen has not limited its involvement by merely endorsing "operation lifesaver." Instead, we have actively participated and provided BofRS members to assist in the various state programs, in addition to publishing "operation lifesaver" material in our monthly periodical — "The Signalman's Journal."

While we applaud the endeavors of "operation lifesaver" and encourage its continuation, we are cognizant of the reality that hundreds continue to lose their lives at grade crossing mishaps. Thus our work is not completed.

Rail labor remains acutely concerned with the toxicity of certain materials being transported by both trucks and rail. Crossing accidents involving trucks and trains transporting hazardous materials often result in derailment of the train. Truck trailers and rail tank cars are sometimes destroyed or punctured, releasing their highly flammable or toxic contents. A vivid case in point subsequent to the 1980 rail/highway conference involved a train and gasoline truck.

An in-depth investigation of the accident was conducted by the National Transportation Safety Board's Bureau of Accident Investigation. The NTSB's report concluded and I quote in pertinent part:



President Bates offers rail labor's support to safety programs that enhance the safety of rail-highway grade crossings.

"About 6:58 p.m., on November 25, 1980, a southbound tractor/cargo-tank semitrailer loaded with 8,600 gallons of gasoline approached a railroad/highway grade crossing on Williams Boulevard in Kenner, Louisiana. The vehicle was driven around the grade crossing automatic gates which were down and was struck by an eastbound Illinois Central Gulf railroad freight train. The freight train's lights were illuminated, its whistle was sounding, and its bell was ringing. The overturning semitrailer struck a northbound automobile stopped at the crossing. Gasoline flowing from the ruptured cargo tank ignited. The burning gasoline destroyed the automobile, a building, the semitrailer, and damaged 19 other automobiles. The train locomotive was derailed and was damaged by fire. Seven persons were killed and six others were injured in the accident."

Ladies and gentlemen, such accidents endanger not only the traveling public and rail employees, but can imperil entire communities.

One can sense the severity of the problem when you consider data that suggests there may be as many as 750 near-collisions each year between trucks and trains transporting hazardous material. Needless to say, a coordinated program should be implemented to address this potentially disastrous problem.

The theme for this conference charges us — to meet the challenges of the 80's through innovation. The Brotherhood of Railroad Signalmen would suggest that we meet the challenge by garnering dedicated funds from public sources to install and *maintain* rail-highway crossing warning systems.

The railroads historically accepted the responsibility of installing warning devices at rail-highway crossings and absorbed the construction costs of these devices. However, it was recognized that the principal beneficiary of a system warning of a train's imminent approach to a crossing is the motorist or pedestrian using the crossing.

Therefore, beginning in 1973, federal funds were allocated for the construction of crossing warning systems. Under this plan, administered by the various states which determined the priority of hazardous crossings requiring warning devices, railroads were reimbursed project costs. There was no provision, however, for reimbursement of ongoing maintenance costs. An analogy may be drawn between a rail crossing warning system and street traffic signals. They both perform the same basic function — an attempt to prevent two moving objects from occupying the same space at the same time. But, while street signals are installed and maintained entirely with tax funds, railroads furnish maintenance of rail warning apparatus, exceptions are states which provide funding through their railroad or public utility commissions.

Considering that the *reason* has not changed for the installation of railroad crossing warning systems — protection of the public — it follows that public funds should be provided for maintenance of such systems.

Some states, having reimbursement programs, have calculated estimated maintenance costs for crossing warning systems. In 1977, for example, the Texas Railroad Commission computed annual maintenance costs for crossings with automatic warning devices. That study indicated an estimated $1,920.00 annually for maintenance of crossing gates; $1,080.00 for cantilevered flashing lights; and $840.00 for standard flashing light signals.

To arrive at a conservative current annual estimate per crossing for each type, we adjusted 1977 costs to 1980 levels by an inflation factor of 1.214. This factor is published by The Association of American Railroads as an index of material prices, wages and supplemental costs.

According to **The Rail-Highway Crossing Accident Incident and Inventory Bulletin,** a publication of the federal railroad administration, there are approximately 48,000 rail-highway crossings in the United States with one of the three types of warning systems. Applying the unit cost to crossings in each category, we can calculate an estimated annual cost of 69 million dollars for the maintenance of automatic warning devices in the year 1980.

The railroad companies can no longer afford to protect the public from itself. Visualize, if you will, a super-highway with its attendant safety features — barricades, lane dividers, median strips planted to resemble tropical gardens — with the realization that the construction and maintenance of the highway is paid entirely from tax revenue. But, when our theoretical highway crosses a railroad track, the railroad company, in most cases, is expected to expend its own funds to prevent train-auto collisions. The railroads need to be relieved of this financial burden and receive full reimbursement from public revenues for the installation and maintenance of rail-highway crossing warning devices.

Federal rules, standards and instructions have been in effect since 1938, governing the design and maintenance procedures of train control systems. These regulations, however, are not applicable to highway crossing warning systems. For years rail labor has recognized the need to standardize the installation and maintenance of all warning devices at rail-highway grade crossings. Spawned by a BRS resolution to recommend adoption of federal standards for grade crossings, a bi-partisan committee was formulated, comprised of BofRS representatives and AAR signal liaison representatives, to draft proposed regulations to govern the installation, operation and maintenance of highway grade crossings warning systems.

After months of toil by a committee comprised of experts in the field of signaling, a draft proposal was consummated and subsequently submitted jointly by labor and management to FRA.

FRA hailed the joint venture as an "historic moment" and promised expeditious handling. Unfortunately, the words of encouragement and support, expressed by FRA, were nothing more than political overtures and after three (3) years of procrastinating, the rule-making procedure was terminated. The BofRS fails to comprehend the logic, or lack thereof, employed by FRA to determine that federal standards for installing and maintaining grade crossings are not justified. Yet we continue to read or hear through the news media of crossing accidents where the warning system was not operating properly or a tree or other objects obstructed the flasher unit impairing the drivers

approach and awareness of an oncoming train. We in rail labor are confident that if we are to eliminate the carnage which usually occurs when a motor vehicle is struck by a train, it is imperative that federal legislation be enacted to provide uniform rules for the inspection, testing and maintenance of crossing systems throughout the United States.

These rules should be promulgated through congressional action and placed within the authority of the Federal Railroad Administration for implementation. Enactment of such legislation would establish a national standard for crossing warning maintenance and therby provide the maximum effectiveness for safety at rail crossings.

Brotherhood of Railroad Signalmen members are charged with the responsibility of installing, inspecting and maintaining the integrity of a grade crossing system. As such, signalmen maintain a most vital interest in the safety of the system. Therefore, I can assure all of you here that our organization, together with our sister unions, will actively pursue the implementation of the programs and views that I have expounded on today.

Thank you.

News From Washington

YOUR WASHINGTON REPORTER
By Richard J. Calistri

When the new Congress comes into office in January, 1983, you can look for the Reagan Administration to "sunset" the Interstate Commerce Commission. That means, of course, that the ICC will go out of business as deregulation continues to move forward.

Robert M. Butler, senior editor of Traffic World Magazine, recently predicted that the Transportation Department will spearhead the drive to eliminate the ICC. He said that some folks in DOT are willing "to cover bets that President Reagan will mention the proposed demise of the commission in his State of the Union message in January. . . ."

Butler quoted an ICC official who feels that "the sun already may be sinking" on the commission, noting that the board has been reduced from 11 to 7 commissioners — not just to save money — but because "there's so little work to do we just don't need that many people."

THE SEARS PREDICTION

Sears, Roebuck and Co. agrees with that prediction. In fact, a high Sears official is willing to go beyond that, predicting that the ICC will disappear into something called the Central Transportation Economic Regulatory Agency or, perhaps, the Federal Regulatory Agency.

Stanton P. Sender, a Sears lawyer, also believes that the federal government's continuing role in transportation will be reduced to fixing rates only when "competition" fails to work.

There is a lot of "sunset" activity surrounding all regulatory agencies. Transportation Secretary Drew Lewis has openly talked about eliminating the ICC. So has Edwin Meese, an advisor to President Reagan.

The Civil Aeronautics Board already is scheduled to shut down in 1985. Some legislation has been introduced to abolish the Federal Trade Commission and the Consumer Product Safety Commission. And it appears that the Federal Maritime Commission will end up with nothing to do if pending legislation is okayed.

With all of these agencies slated for the trash heap, Sender warns that their few remaining duties will be taken over by other departments. For example, if ICC goes out of business before "competition becomes fully effective," he says, it's likely that the DOT would take over.

However, Sender doesn't favor that sort of a move at all. He feels "we should not combine regulatory and promotional functions" in DOT. He wants a new regulatory body, a five member independent agency as a "transitional" agency to carry on until all federal regulation is ended.

AILING RAILROAD, AILING TOWN

USA TODAY, the new national newspaper published by the Gannett chain, recently carried an article about the population center of the United States. Seems that the Census Bureau says that, for the first time, the center has shifted to West of the Mississippi River to De Soto, Mo., pop. 5,993, "a snug, toiling, creek-and-railroad town, the epitome — a visitor thinks — of small towns everywhere."

But, according to Reporter Kathleen O'Dell, there's trouble at the hub of our population, trouble stemming from the general economic malaise which afflicts most of the nation, trouble in this case stemming from lousy business in the railroad industry. Here's what she wrote:

"But the brief hoopla (a town celebration) didn't divert attention long from De Soto's major problem: bad times in the railroad industry.

"The town's Main Street cuts a north-south path alongside the Missouri and Pacific Railroad yards — the largest car repair facility on the Mo-Pac line. . . .

"And, as it has done for more than 100 years, the railroad still is shaping lives and hopes on the heels of Mo-Pac's just-approved merger with the Union Pacific and Western Pacific railroads.

" 'If United Pacific (the merged company) wants its cars fixed here, the merger would save this town,' said (State Sen. Jack) Gannon. But the reverse could be devastating.

"Two years ago, after the economy flattened the railroad's need for car repairs, Mo-Pac started laying off workers. Now, about 300 employees are idle — 70% of the firm's work force, some with 12 years seniority. . . ."

As the article points out, De Soto was brought to life 100 years ago by the coming of the railroad. It could be laid to rest by the passing of Mo-Pac.

SHORT TAKES

— Robert B. Claytor, chief executive officer of the newly merged Norfolk Southern Corp., recently told United Press International that in view of the fact several western railroads are looking for an eastern connection, "I would be very surprised if there weren't movement in the next five years" toward a transcontinental railroad involving his company.

Claytor added that if coal slurry pipelines become inevitable, he doesn't rule out the possibility of Norfolk Southern getting involved even though, right now, he sees such pipelines as "an economic waste of the first order."

— The Santa Fe Railroad and ConAgra, a major Midwestern grain exporter, have entered into a precedent-setting contract for the movement of grain into the Port of Catoosa at Tulsa, Okla., at the head of a waterway link to the Gulf of Mexico. Observers say the contract would eventually have an impact on future grain movement to the Gulf ports. Until now, the lack of a competitive rail rate meant that all export grain shipped into Tulsa had been hauled by truck.

— Milwaukee Road Bankruptcy Trustee Richard B. Oglivie has closed a $17-million deal to purchase 98 miles of former Rock Island Railroad track in eastern Iowa. In a related development, the Interstate Commerce Commission has approved the sale of seven segments of Rock Island track to the St. Louis Southwestern Railway (Cotton Belt) for $9.2 million.

— The U.S. Department of Agriculture is running out of elevator space to store the billions of bushels of surplus grain it has on hand. One possible answer: The USDA could start storing the grain in idle freight cars and barges.

BEAUCHAMP ON HEALTH

By Susan Beauchamp

If you watch T.V., if you listen to the radio, if you drive, whether you intend to notice the advertising all around you or not, if, in other words, you live a normal life, you are going to be bombarded over and over again with ads that encourage you to eat foods that can crowd out of your diet the nutrients you need for optimum health. I'm talking about advertising for that broad spectrum of questionable digestables, "junk food".

This situation is bad enough for us adults, but what about our children? It is estimated that each year kids see an average of five thousand T.V. commercials related to food. Some sixty percent of these commercials are for foods high in sugar and salts and low in nutrition.

Experts agree that lifetime food habits and preferences are formed in our earliest years. Do you want your child's food habits to be formed by T.V. commercials? If not, why not start an advertising campaign of your own. You doubtlessly can't afford to buy prime T.V. time to expound the advantages of nutritous, fresh food snacks any more than I can, but there are a few simple advertising techniques we can all use at home to make healthy eating fun and easy.

How do supermarkets encourage kids to buy gum and candy? They put them at child-eye-level at the check out stand. Well, you probably don't have a check out stand at home, but I'll bet your refrigerator gets checked out plenty. Children love their own personal bag of something. You can put a paper cup or small bag filled with bits of fruit, a cube of cheese, a few green pepper or carrot strips at eye level for them in the fridge.

Children also learn a great deal from example. That's why many of the ads they see on T.V. are so successful. The ads portray youngsters enjoying some tidbit of questionable nutritional value and anyone watching can't help but think that the item in question must be great.

If you want to get your child off to a good nutritional start in life it's important to look at what kind of example *you* are setting. Advertise desirable food choices by your own selections. Stock raw seeds, nuts, vegetables and fruits. Stick to whole grain breads and crackers and nutritious homemade treats instead of "naked calorie" snack foods and sweets.

Good eating habits can be fun, and add health in years to come.

(Seated l to r) Paul Gotthardt, Local 99; C. T. Spears, Local 116; K. D. Raney, Vice General Chairman-Cotton Belt; Owen C. Lewis, General Chairman; President Bates; Vice President Bass; Vice General Chairman C. D. Plummer-SP (Eastern Lines); J. R. Jenne, Local 179 East; Frank J. White, Local 99; A. J. Chapman, Local 126. (Standing l to r) George Bozaan, General Secretary-Treasurer; V. D. Bradford, Local 179 West; J. R. Wise, Local 92; K. D. Johnson, Local 179 WP; R. J. Simpson, Local 182; E. O. Rosebure, Local 104 Los Angeles; E. H. Phillips, Local 104 San Joaquin; C. A. McGraw, Vice General Chairman-SP (Western Lines); J. B. Wisor, Local 34. (Back row) R. J. Kidder, Local 99; Bobbie Brient, Local 99. (not pictured) R. E. Wierema, Local 153.

Pacific Southwest General Committee Holds Annual Meeting

The PSW General Committee met during the first week of June at the Villa Hotel in San Mateo, California. President Bates arrived at noon on Wednesday and addressed the committee members in regard to various subjects of interest which included the Reagan Administration's attitude toward labor; the status of the Railroad Retirement System; depletion of funding for the National Railroad Adjustment Board; the BRS-St. Louis Southwestern contracting dispute; a current dispute with the Houston Belt and Terminal; a decision by the Federal Railroad Administration related to slide fence repair; New York's Taylor Law as it affects signalmen in that state; consummation and application of National Agreements; and the forthcoming BofRS Convention.

President Bates and Vice President Bass conducted a discussion of the moratorium contained in the latest agreement and its effect on local negotiations.

The Pacific Southwest General Committee was formed in 1978 by combination of the former Southern Pacific (Pacific Lines) General Committee, Southern Pacific (Texas and Louisiana Lines) General Committee, and the St. Louis Southwestern (Cotton Belt) General Committee in order to provide full-time representation for all members on the Southern Pacific System, the Western Pacific Railroad, the Missouri-Kansas-Texas Railroad and the Texas-Mexican Railroad. However, at the recent meeting, a majority of the full General Committee elected to revert to the status existent prior to October 1, 1978 and be governed by bylaws in effect at that time. Therefore, effective September 30, 1982, dissolution of the committee occurred resulting in a return of the respective General Committees to their separate entities.

Following the decision, election of officers of the General Committee representing members on SP (Pacific Lines), Western Pacific and the former Pacific Electric Railroad was conducted. Owen C. Lewis was re-elected to the position of General Chairman, C. A. McGraw was elected as Vice General Chairman, and George Bozaan was re-elected as General Secretary Treasurer. The Board of Trustees consists of R. E. Wierema, A. J. Chapman and K. R. Johnson.

The Local Chairmen representing members on the SP (Texas and Louisiana Lines), Missouri-Kansas-Texas Railroad and the St. Louis

Southwestern Railway proceeded to formulate structures which were in place and implemented on October 1, 1982.

The meeting included discussions by the various Local Chairmen of conditions on their territories and was concluded with a training seminar conducted by Vice President M. B. Frye.

Deaths

LeRoy Biller, retired Leading Signal Maintainer for the former New York Central at Michigan City, IN died August 21. Brother Biller completed 40 years of service when he retired October 1966. He had been active in Local Lodge 28 and at one time had served as recording secretary and local chairman. Brother Biller is survived by his wife, one son, one daughter, five grandsons, and five great grandsons.

R. E. Clark, retired signal testman on the Chicago, Rock Island and Pacific passed away August, 1982 at the age of 92. Brother Clark retired December, 1957 after completing 47 years of service at Rock Island, IL. He was a member of Rock Island Lodge 153.

Thomas K. Fenton, retired signal supervisor on the former Erie Lackawanna at Warsaw, NY died recently. Brother Fenton had completed 44 years of service when he retired August, 1971. He had been active in Local Lodge 145 and at one time had served as Local Chairman. He is survived by his wife, Irene; a daughter, and two grandchildren.

Charles B. Flannery, retired signal maintainer on the former Central Railroad of New Jersey died recently. Brother Flannery retired October 1, 1975 after completing 30 years of service. He had been active in Local Lodge 54 and at one time had served as Local Chairman.

P. M. Hutchison, retired signal maintainer on the former New York Central at Toledo, OH died recently. Brother Hutchison retired August, 1962 with 15 years service. He was a member of Toledo Lodge 10.

Elton D. Johnson, retired signalman for the Southern died August 14. Brother Johnson was active in his Local, and served as Local Chairman. He was a member of Miller-Griffith Lodge 49.

H. F. Kastin, retired signal maintainer on the Milwaukee Road at Iron Mountain, MI died recently. Brother Kastin completed 48 years of service upon his retirement in 1970. He was a member of Milwaukee Lodge 61.

J. E. Murray, retired signal maintainer for the Baltimore & Ohio at Keyser, WV, died recently. Brother Murray had completed 45 years of service when he retired in 1964. He was a member of Monumental City Lodge 31.

Myron E. Naber, retired signal helper on the Chicago & North Western died recently. Brother Naber completed 33 years of service when he retired December, 1978. He was a member of Local Lodge 43.

H. O. Perry, retired signal maintainer with the former New York Central at Indianapolis, IN died recently. Brother Perry completed 41 years of service when he retired in 1964. He was a member of Bessemer Lodge 15.

T. C. Poe, retired signal foreman on the L&N at Nashville, TN died recently. Brother Poe retired October, 1968 after completing 52 years of service. He had been very active in Nashville Lodge 67 and had served as Recording-Financial Secretary.

Howard H. Sparks, Sr., former Signal Inspector with the AT&SF and member of Local 161, died tragically on September 22, 1982, in a wooded area northwest of Raton, New Mexico, apparently of exposure. Brother Sparks is survived by his son, Howard, Jr., his mother, Gertrude Sparks of Canon City, Colorado, six sisters, two brothers and four grandchildren. Brother Sparks entered the BRS on November 15, 1950.

J. M. Thomson, signalman on the Santa Fe was killed in an auto accident in Los Angeles on his way to work on July 28, 1982. Brother Thomson began service with the Santa Fe August 22, 1978, and completed his Signalman's training program December, 1980. He was a candidate for the Santa Fe Signal Trainee of the Year in 1981. He was a member of Mission Lodge 156.

John R. Venner, retired signal maintainer in the C&S Department of the former Pennsylvania Railroad at Pennsylvania Station, NY died recently. Brother Venner had completed 45 years of service when he retired in 1963. He was a member of Local Lodge 25.

Convention Delegations

Burlington Northern delegation

Pacific Southwestern delegation

United General Committee delegation

Signal Training Bulletin

COMMITTEE G: Education & Training
Communication & Signal Division, AAR

A-18 Surge Protection

(Please turn page)

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Signal Training Bulletin

COMMITTEE G: Education & Training
Communication & Signal Division, AAR

A-18 Surge Protection

Definition: Equipment used to protect electrical or electronic components from surge voltage or current.

Symbol:

Description: Included under the category of surge protective devices are: various filters and chokes, fuses and circuit breakers, silicon controlled rectifiers (SCR's), zener and other diodes, spark gaps, gas tubes, transformers, non-linear resistors, as well as many hybrid designs combining several of these concepts.

It is readily seen that there is a wide variety of protection devices. A detailed description of the characteristics of each of these is beyond the scope of this document.

However, the characteristic shared by all these devices is that each device causes the transient to see a different circuit than that seen by the normal signal. A circuit breaker opens the circuit, while a spark gap or diode shorts two wires together for certain transient voltage levels. Similarly, a filter has different impedances to different signals. Thus the devices differ primarily in the manner in which they change the response of the circuit to a transient.

Purpose and Application: Devices used in electrical circuits of all types to protect the components from damage by surges in voltage and resulting current.

General Information: Modern technology has radically changed the character and duties of the signal departments of today's railroads. It has also changed the equipment with which they work.

The equipment used in the not too distant past, prior to 1960, consisted basically of relays and motors. To protect this apparatus, an arrester was designed with a breakdown voltage of 1000 volts or below. Since the equipment was designed to meet 3000-volt breakdown ratings, it was protected by the arrester. Also, the equipment was relatively large in size, had large inductances and could absorb the surges until they were dissipated by the arresters.

The advent of vacuum tubes followed by transistors and most recently, integrated circuits, has reduced the signal levels in some railroad signaling equipment from the neighborhood of a hundred volts to as little as a few millivolts, and the response of the circuitry from seconds to microseconds and even less. Whereas formerly an intermittent surge level of 2000 volts and a continuous noise level of up to 10 volts were acceptable, modern complex solid-state electronic equipment and computers can tolerate surge levels of only a few volts and continuous noise levels of a few millivolts. This reduction has necessitated a second look at the techniques which were developed in the 1940s and 1950s for protection of electromagnetic equipment such as relays, against the surges created by lightning.

As a result, a full line of solid-state protectors has been developed which will provide proper protection for the solid-state equipment.

The arresters and lightning protection techniques that have been satisfactory in the past, are still quite useful but today the surge levels they allow must be reduced by a second and in some cases even a third device to the surge levels solid-state equipment can tolerate. In general, the arresters we have been familiar with and have used in the past are sufficiently rugged to withstand the greatest part of the surge. The equipment with which we must now become familiar is that which will shield the solid-state device from that remaining part of the surge which the arrester allowed to pass. Part of this new equipment is a different way of wiring; and a more thorough way of grounding the equipment housings.

To understand the reasons for these new techniques, it is first necessary to know where surges come from, what they are and how they are transmitted. When this is known, some general statements which can be made about lightning and surge protection will become clear and the reasons behind a set of rules for wiring cases, bungalows and equipment towers can be justified.

How Surges and Transients are Generated: Surges and their less powerful brothers, transients, are generated when a steady flow of current (AC or DC) is initiated or interrupted. Lightning is a great generator of surges. The very sudden application and immediate interruption of very heavy DC currents associated with lightning provide the greatest source of surges encountered in railroad work. There are other sources, however, such as the energization

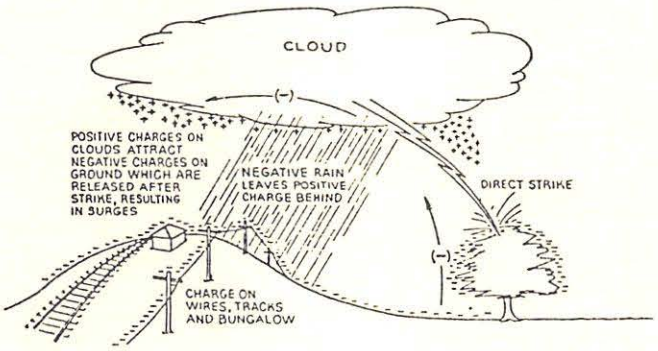

CLOUD
(−)
POSITIVE CHARGES ON CLOUDS ATTRACT NEGATIVE CHARGES ON GROUND WHICH ARE RELEASED AFTER STRIKE, RESULTING IN SURGES
NEGATIVE RAIN LEAVES POSITIVE CHARGE BEHIND
DIRECT STRIKE
(−)
CHARGE ON WIRES, TRACKS AND BUNGALOW

Figure 1: Source of most surges.

of AC power transformers which draw currents briefly, that cause surges. Even the normal operation of relays generates surges. These are of lesser magnitude and are generally known as transients.

Some equipment, such as flashers and other repetitively operating devices, general surges continuously and can be very bothersome to sensitive equipment.

How Surges are Induced into Railroad Circuits: When a highly charged cloud capable of producing lightning strikes is blown by the storm over railroad property, electrical charges are attracted from the ground with opposite polarity but with equal quantity to a spot on the surface of the earth directly beneath the charged cloud. These charges may accumulate in the rails, line wires, apparatus housings, or on any exposed surface. Figure 1 illustrates the fact that if the cloud is discharged to earth at some distant point, even miles away, these charges which have accumulated slowly are instantaneously released. This release creates surges in conductors such as rails and line wires which can cause heavy damage.

The Prime Ground Terminal Equalizes Surge Potentials: The factor that causes breakdown of insulation in equipment or the overloading of solid-state circuitry is not the absolute potential to which it is raised during a surge but the difference in potentials between various components of the circuit at that time. If all points of the circuit rise in potential at the same rate to the same level, no difference in potential can exist and, therefore, nothing can be damaged. It is like two men riding up in an elevator together. They can shake hands or converse at will, but this is not so if one of them remains behind on the ground floor.

The problem of lightning protection, therefore, becomes one of getting all components of a circuit to rise in potential together during a surge. This is where the prime ground terminal comes in. The prime ground terminal is a single terminal to which all components of a location should be connected. To this terminal should be connected the ground leads to the buried ground contact, the heavy conductors from the lightning arresters on the incoming wires, the chassis of the equipment in the housing, the housing itself and the arresters from the rails. The terminal serves as a sort of interchange point and, regardless of which component a surge arrives on, it can leave the location through the path of least resistance. For instance, if the ground contact at the particular location is not good, the surge will take the path of least resistance back to earth ground to break down the gap of the rail arresters and use the rails as the means of reaching the true ground. In any event, the terminal assumes some elevated potential and, because of the interconnections, all the apparatus assumes the same potential and no harm is done.

This is, therefore, the function of the prime ground terminal: It functions as though it were grounded even though it may rise in potential during a surge discharge to many thousands of volts.

The Flow of Surge Current: Figure 2 is an arrangement showing the connection of apparatus and arresters to the prime ground terminal in an equipment housing. For purposes of illustration, the connections are kept very simple with only one line wire and one track lead.

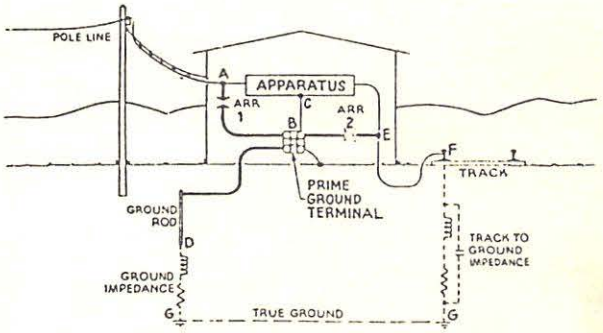


Figure 2: Simplified arrangement showing connection of apparatus and arresters to prime ground terminal in equipment housing.

In reference to Figure 2, it should be remembered that grounding is applied only to lightning arresters. They act as normally open switches activated by excess voltages which cause the circuit to be grounded and dissipate the surge. Equalizers, on the other hand, are high resistance devices connected across two separate conductors and are not grounded. They equalize the voltage surge between two conductors.

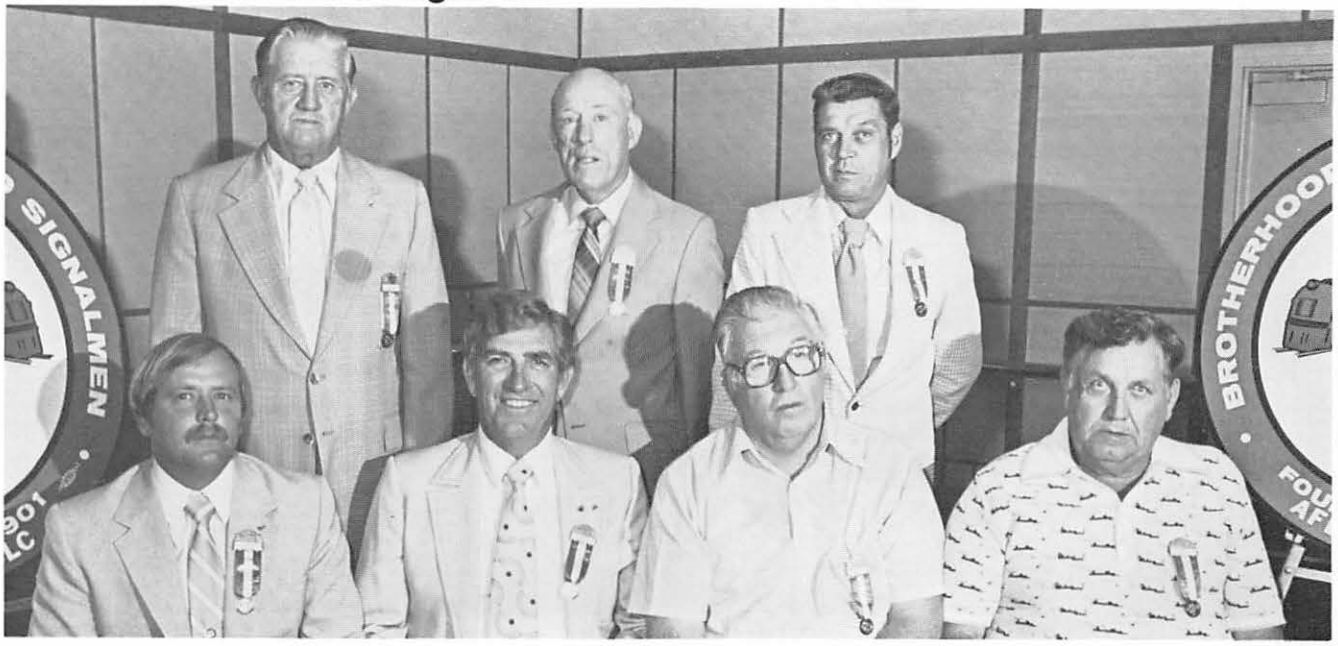
When it is necessary to replace lightning arresters or equalizers, it is important that they be replaced with ones of equal voltage rating. If the voltage breakdown is too great, it will not protect the equipment it is intended to. If the voltage breakdown is too low, it will interfere with the operation of the device that it is protecting.

A detailed description of the various types of lightning and surge protection and their application may be obtained from the various manufacturers of this type of equipment.

Note: This Bulletin is for general information only. For specific applications consult the rules, standards and instructions published by your railroad.

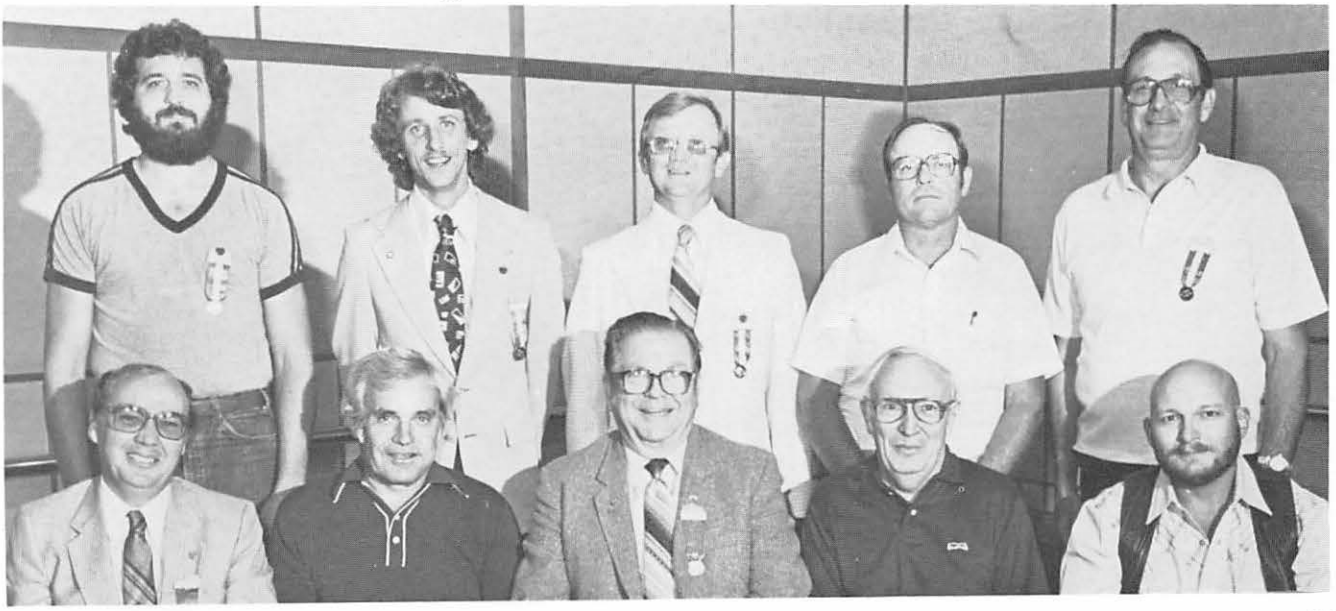
Notes:

Illinois Central Gulf delegation



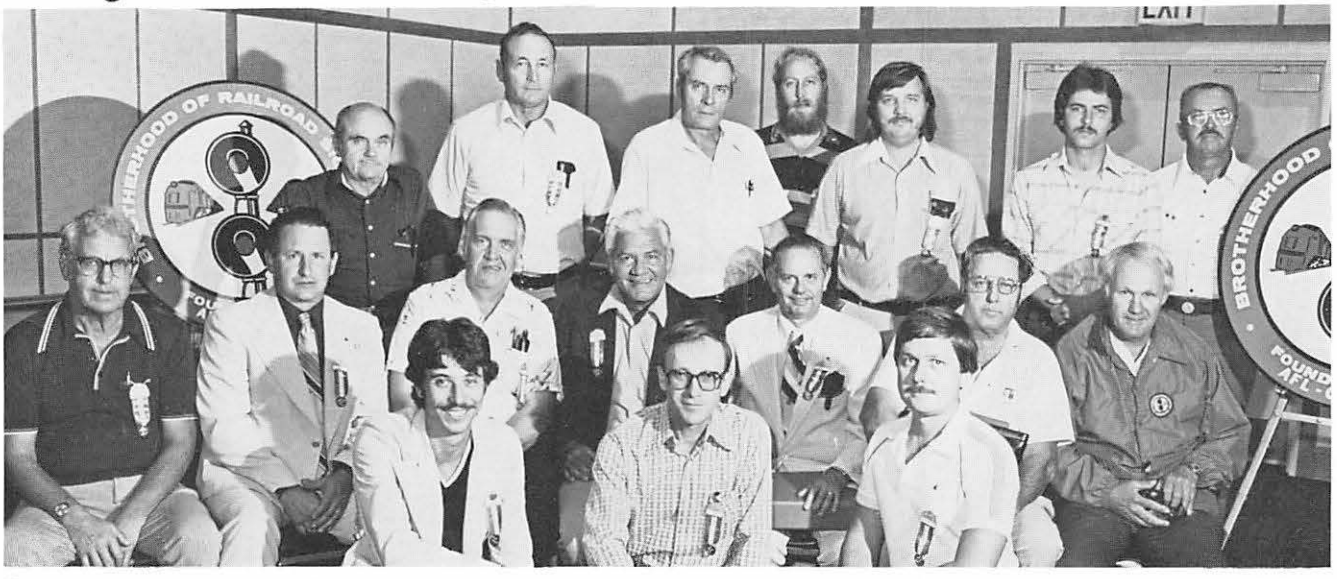
Union Pacific delegation

Norfolk and Western delegation



Santa Fe delegation

Chicago Northwestern delegation



Seaboard Coast Line delegation

Southern delegation

Northeast delegation

Long Island delegation

DEFEAT OF BUDGET AMENDMENT HAILED BY LABOR

Washington — President Reagan is trying to turn the defeat of the Administration's badly-flawed balanced budget constitutional amendment into a political life preserver for Republicans in the Nov. 2 congressional elections.

The 236-187 House vote for the amendment was 46 short of the two-thirds majority needed to send it to the states for ratification.

Labor had waged a nationwide campaign against the amendment, warning that it would endanger social security benefits, leave Congress helpless to deal with recession, and inject dubious economic theory into the Constitution.

House members who voted against its adoption "earned the thanks of the nation," AFL-CIO President Lane Kirkland said.

But Reagan was reading from a different political script when he went before television cameras at the White House just moments after the amendment's defeat. His clear goal: to divert the election campaign spotlight from the issues of rising unemployment and a deepening recession.

Reagan called for the defeat of House members who opposed the amendment, most of them Democrats.

He called on voters to elect representatives "who will support the amendment when we propose it again" next year.

And he shrugged off with evasion questions from reporters who wanted to know why the President didn't simply submit a balanced budget to Congress instead of lamenting the rejection of a constitutional amendment that would compel it.

Reagan's first budget, which Congress adopted almost intact, resulted in the largest deficit in the nation's history. And the budget he proposed at the start of this year projected an even larger deficit — one substantially higher than the version Congress subsequently enacted.

The constitutional amendment, which had been approved by the Republican-controlled Senate last August, would have required Congress to adopt a balanced budget each year except in time of war or when three-fifths of the full membership of both the House and Senate agreed to an exception. It would also have limited government spending and revenue, so that budget deficits couldn't be averted by raising taxes above a specified level.

Its enactment has been a longstanding goal of the right wing. But until the election of Reagan, it had been pushed primarily at the state level through resolutions petitioning for a constitutional convention to enact a balanced budget amendment. Few took the issue seriously until the number of state legislatures climbed to 31, three short of the number required. One of the arguments made for action by Congress was that it would forestall the untested mechanism of a constitutional convention and the uncertainties over such a body's powers.

Some senators who voted for the constitutional amendment in August freely admitted in private conversations that it would be at best unworkable and at worst deeply damaging to the nation. But they counted on the House to bottle it up.

The AFL-CIO Executive Council, in session when the Senate acted, was not taking anything for granted.

It followed up a resolution spelling out labor's objections to the amendment with the appointment of a six-member subcommittee headed by Vice President Gerald W. McEntee to coordinate a national grass-roots campaign.

The first goal was to slow and if possible block an attempt to pry the amendment out of the House Judiciary Committee through a discharge petition signed by 218 representatives — a majority of the House. House Judiciary Committee Chairman Peter W. Rodino, Jr. (D-N.J.) has been a staunch foe of the amendment. If it did reach the floor, labor's lobbying goal was to have more than one-third of the House firmly committed to voting against it.

Washington lobbyists targeted some 100 key congressional districts, and labor's grassroots effort was concentrated on the congressional recess period, from late August through Labor Day. It was launched with a 14-state satellite television conference, stressed personal visits by delegations from unions and allied groups, and included in many localities radio and newspaper advertisements along with postcard mailings from workers in factories, offices, hospitals, stores and construction sites.

Not until Sept. 29, shortly before Congress was to adjourn until after the election, did the petition reach the required 218 names—and then only after intensive personal lobbying by Vice President Bush at the White House's request.

Since House rules provide for a waiting period before the discharge of a committee takes effect, the expectation was that Republicans would use the issue as best they could for political campaign advantage and the showdown would take place in the lame-duck session that will convene on Nov. 29.

But House Democratic leaders gambled instead on disposing of the issue immediately and devised a strategy that would make it easier for fiscal conservatives, mostly from the South, to vote against the amendment on the showdown.

The rule adopted for consideration of the amendment called for a vote first on a substitute sponsored by Rep. Bill Alexander (D-Ark.). The Alexander proposal would have required the President to submit a balanced budget but would allow Congress to make an exception by a simple majority vote, instead of the three-fifths required under the Administration proposal. The Alexander alternative was beaten, 346-77. But most of those who voted for it, having cast a vote for the concept of a balanced budget, then voted against the Administration measure.

Apart from the political maneuvering, the debate was impressive and at the end some staunch conservatives balked at the radical step of a drastic amendment of the constitution to achieve a momentary political gain. A former Republican leader of the House, John J. Rhodes of Arizona, who is retiring this year after 30 years in Congress, voted against the amendment. So did Rep. Jack Kemp, who broke with his right-wing colleagues to urge that so serious a matter as amending the constitution not be treated as a political tug of war.

For the most part, though, liberal and moderate Democrats and Republicans provided the votes to block the two-thirds needed to adopt the amendment and send it to the states for ratification.

OSHA One Year Later

American workers are not as safe on the job today as they were one year ago, and the probability is they will be even less safe a year from now. OSHA, the agency charged with protecting worker health and safety on the job has, in the words of AFL-CIO job safety expert Peggy Seminario, lost sight of the "fact that the worker is its client."

Thus, fears raised about *candidate* Ronald Reagan's stance on job safety and health enforcement have been justified by the performance of *President* Reagan's Occupational Safety and Health Administration.

Some statistical evidence for this claim:

- Total OSHA job site inspections are down 21 percent
- Compliance inspections are down 32 percent
- Follow-up inspections are down 33 percent
- Serious citations are down 33 percent
- Willful citations are down 75 percent
- Repeat citations are down 48 percent
- Total penalties are down 48 percent
- Failure to abate penalties is down 78 percent
- Proportion of backlogged complaints is *up* 189 percent.

Two key reasons for this downtrend in OSHA protection:

1. It's part of an over-all Reagan Administration effort to "get government off the backs" of business, notwithstanding the threat that might come to workers in this instance, or to consumers in other cases;

2. It's a function of funding. OSHA's budget was chopped 20 percent by the administration, from $242 million to $192 million. There's no way OSHA can do as much as it's supposed to do with $192 million as with $242 million, any more than you could stretch $192 as far as $242.

Hardest hit by the budget cutbacks are the enforcement program, the setting of standards for hazardous materials, and worker training and education programs. The number of safety and health compliance officers is down from 1,683 in 1980 to just about 1,000, a cut of almost 50 percent. Inspections will drop from 63,363 in 1980 to 53,425 in Fiscal Year 1982.

The program for worker training and education on safety and health was slashed by more than 50 percent, from $13.9 million to $6.8 million. This will eliminate 40 programs and classroom training for at least 40,000 workers and vital information and materials for millions of other workers.

A number of OSHA directives have gone into effect, or are proposed, which severely reduce enforcement. One exempts three-fourths of all manufacturing firms from OSHA general schedule safety inspections, effectively removing protection from 13 million workers in 280,000 work-sites.

In the area of standards for worker exposure to toxic substances, the word has been retreat. Many standards are subject to elimination, weakening or review. The administration's agenda on standards calls for reworking on cotton dust, lead, chemicals — other dangerous or potentially dangerous materials. OSHA's "right to know" hazard identification plan, which guaranteed information on health effects of certain chemicals, has been withdrawn — 25 million exposed workers are affected.

Despite scores of worker deaths annually from grain elevator explosions, OSHA has indicated a safety standard on grain elevators will not even be issued until 1984.

The Reagan Administration is doing nothing to OSHA that the President himself didn't tip off during his candidacy. On June 5, 1980 he told the *Washington Post:* "My idea of an OSHA would be if government set up an agency that would do research and study how things could be improved and industry could go to it and say, we have a problem here and seem to lose more people by accidents in this particular function. Would you look at our plant, and then come back and give us a survey." In other words, nothing mandatory, nothing binding.

News About Members

LOCAL 213 RETIRES TWO 40-YEAR MEMBERS

Brothers Jim G. Regan and C. R. "Dike" Jones, who both started their railroading careers in 1942 and worked as partners for many years, retired as inspectors at Utica, New York in July of this year. Brother Regan retired on July 19, 1982. He started as a helper with the Signal Department in June of 1941. Brother Jones retired on July 30, 1982. He started as a helper on July 7, 1942. Both Brother Regan and Jones served the Brotherhood as officers of Utica Local 86 during their tenure with the railroad. The Brotherhood and their many co-workers wish them a long and much deserved retirement.

CTC SIGNAL MAINTAINER, GAYLORD T. ORBIN, RETIRES FROM BURLINGTON NORTHERN

Brother Gaylord T. Orbin, CTC Signal Maintainer for the BN Railroad retired June 30, 1982. Brother Orbin started his railroad career on the former Great Northern in July of 1946 as a signal helper.

Brother Orbin was presented with a plaque from the members of Local 154 and a certificate for 33½ years of continuous service with the Brotherhood of Railroad Signalmen.

Brother Gaylord T. Orbin (right), CTC Signal Maintainer, BN, was presented a plaque from members of Local 154, by David J. Meech, Local Chairman, Local 154, along with a Certificate for 33½ years of continuous service with the Brotherhood of Railroad Signalmen.

CARL A. OLDHAM, AT&SF SIGNAL INSPECTOR RETIRES

Brother Carl A. Oldham, Woodward, Oklahoma, Plains Division Signal Inspector, retired July 31, 1982, with 39 years of service. Brother Oldham began his rail career at Hereford, Texas, as a Signal Helper in September of 1943 and continued on until he was appointed Signal Inspector in June of 1948. He held his position at Woodward, Oklahoma, until his recent retirement.

At Carl's retirement party, he was presented with a belt buckle as a Safety Award for no reported incidents of injury in his 39 years of service. A "train cake" and money gift were among the surprises presented by his friends and co-workers.

Carl and his wife, Betty, will continue living in Woodward, Oklahoma, but plan to travel and visit with their three children and seven grandchildren.

Presenting Brother Carl A. Oldham, Retiring AT&SF Signal Inspector, with Safety Award "Belt Buckle" at his recent retirement party are: (left) Lathan Johnson, Amarillo Signal Supervisor and (right) Gene Trice, Assistant Signal Supervisor, Wellington. Brother Oldham (center) accepts the Award with a big smile.

IKE WILLIAMS, LOCAL 163 RECORDING-FINANCIAL SECRETARY RETIRES

Ike E. Williams, Recording-Financial Secretary for Local 163 for the past 30 years, retired from the ICG, September 1, 1982. Brother Williams began his railroad career in the signal department on September 9, 1942 and advanced through the ranks to Signal Foreman, the position he held when he retired.

Upon his retirement, B. J. Woodruff, ICG General Chairman, and his friends and co-workers, wished Brother Williams a long, healthy and happy retirement and thanked him for a job well done.

DAN HILL, L&N SIGNAL MAINTAINER RETIRES:

Dan Hill, Signal Maintainer with the Louisville and Nashville Railroad, retired from service this past May 27th.

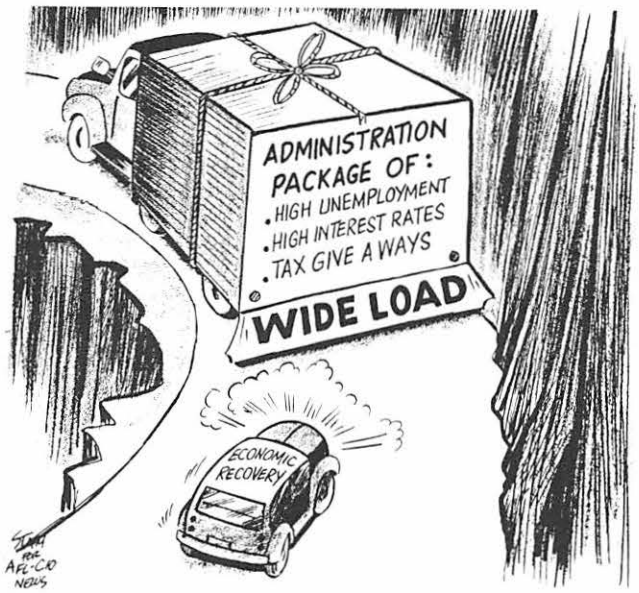
Brother Hill was feted at a retirement luncheon by his friends and co-workers, some of whom posed with him for THE SIGNALMAN'S JOURNAL camera. Standing left to right are: John Crownover, Leading Signal Maintainer, Chattanooga; Roger Owens, Asst. Signal Supervisor, Georgia Division; "Dan," John Powell, Signal Supervisor, Georgia Division; A. H. Demumbreum, Asst. Signal Supervisor, Nashville Division.

SIGNALMAN BRITT'S VOCATION IS ALSO HIS HOBBY

Brother Edward Britt, Jr., Local 44's Financial Secretary, carries his railroading home with him, where he has an extensive collection of Lionel "O" Gauge with some standard Lionel gauge, dating from 1920 to the present time.

His interest in model trains began when he was given his father's collection in 1979 and it mushroomed from there. He belongs to the Train Collectors Association and the Lionel Collectors of America of which Witt Harwell, Vice President BRS, is also a member.

Brother Britt's collection is displayed in the pictures below.



HOW to BUY

By Esther Margolius

Released by
Press Associates, Inc.

ITEM AND UNIT PRICING — VALUABLE SHOPPING AIDS

Item pricing, individually marked supermarket products, is a convenience most of us take for granted. If you want to know a price, just look at the item. But unit pricing is a relatively new system, revealing a product's true cost, regardless of weight or measure.

Together they help shoppers get the most value for their money. But the advent of electronic checkout scanners could signal the end of item pricing as it also highlights the shortcomings of current unit pricing methods.

More than a fifth of all supermarkets in the U.S. are now equipped with electronic scanners. The laser tools read a universal product code printed on the package, identifies the item and tallies its price. The computer linked machines provide the store with an accurate record of product movement and gives the buyer a print out of the purchases and prices when checking out.

Proponents of the scanner systems point to improved inventory efficiency and faster check out. Costly price marking and changing would be eliminated and the savings passed down to the consumer, according to the food industry. Many consumers are resisting the new technology because it threatens an end to item pricing.

The Consumer Federation of America says that unless items are priced individually, price comparisons are impractical at best. Even shelf pricing, one alternative, is not totally satisfactory. Results of the technique, often used with unit pricing, can best be described as mixed. Out of date, inaccessible or illegible shelf prices can make the system inoperable.

New York State extended its "item pricing" law for four years in 1981. The law requires that virtually all goods sold by stores carry comprehensible price markings. Similar rules exist in other states. In New York City, supermarkets that fail to put prices on individual items could be in violation of the city's Consumer Protection Law.

Used in conjunction with item pricing, unit pricing is the great boon to shoppers. Unit pricing enables shoppers to compare the cost of products sold in different quantities. The time's true cost per measure, e.g., pound, fluid ounce, gallon, count or square foot, is listed along with the price you pay.

In essence, unit pricing does a shopper's arithmetic for her when computing which product is the least expensive. A check of unit prices can debunk the popular misconception that larger sizes are always more economical.

Anyone who ever risked frostbite while hovering over the frozen food section trying to figure out whether the 12-ounce or 16-ounce package of peas is the better buy can attest to the value of unit pricing. A quick glance at a shelf sticker will solve the problem. Of course, in a crowded display it may take you longer to find the right sticker than to compute the best buy.

Some argue that unit pricing in its present form is not enough. One proposal for its improvement would have a list of all products offered, from lowest to highest unit price. This would be a timesaver as well as a money saver, because a shopper would not have to hunt for the cheapest brand while mentally juggling 10 or 11 prices. A quick scan of the sign would show the least expensive items and the standing of a favored brand in relation to the others.

Our survey of three area supermarkets found that, by and large, unit price stickers were visible, but the printing was small. Also, stacks of unshelved products blocked access to many stickers, some were not located near the items and others were either illegible or missing. If the item wasn't individually priced, the shopper was lost.

Of course, unit pricing alone won't guarantee you the best buy. Other factors, including quality of ingredients must be considered. The following incident which happened a few years ago illustrates the point:

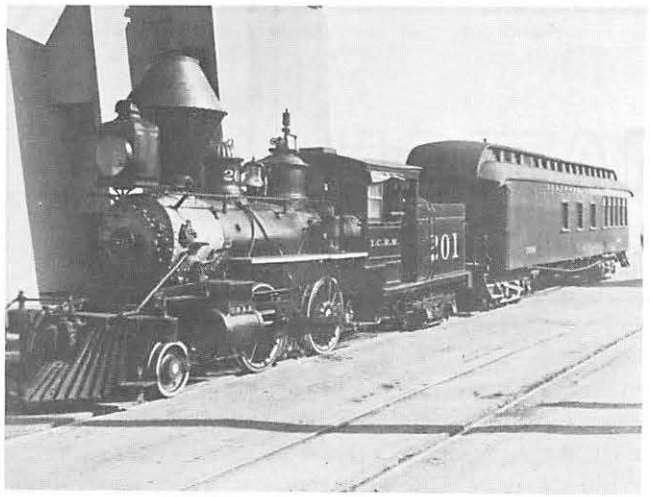
In a supermarket a girl about 12 and her little brother of 8 or so headed for the fruit juice aisle. The little boy reached for the bottled grape juice. "No, no," his sister admonished. "Take the big can. It has more ounces for the same price." When asked how she knew, she said she had learned how to compare prices in a consumer ed course in school.

But the big can was actually a so-called grape "drink" which is only 10 percent juice and 90 percent water and sugar. The first bottle contained 100 percent juice. The little boy had been right after all. It just goes to show that a little consumer knowledge can be a dangerous thing.

In the decision-making process, input should not be limited. The amount of information needed for a shopper to make just one choice can be great. As millions of consumers now realize, unit pricing along with item pricing can provide an invaluable tool for keeping a food budget trim.

THE COMMUTER SPECIAL IN 1882

Getting commuters to and from their city jobs always has been a special problem. Back in 1880, the Illinois Central helped to solve the problem by putting into service the first "double-ender" engine on Chicago commuter runs. With a coal box and water tank behind the cab taking the place of a separate tender, the engine operated backward as well as forward to avoid turning it at the end of runs. The coach with this engine was built especially for the commuter specials in 1882.



FROM SIGNALMAN TO SPACE CADET

Brother Robert O. Barton who retired in 1970 after completing 25 years of service with the Chesapeake & Ohio Railroad as a C & S Maintainer at Grand Rapids, Michigan, recently sent his Amateur Radio QSL card. He has been an amateur radioman for 27 years and is a member of the Quarter Century Wireless Association. His "space cadet" rating comes as a result of his membership in the United States Air Force Military Affiliate Radio System, commonly referred to as "Air Force Mars." Brother Barton served Local 123 as recording secretary during his active years in the Brotherhood.

RAILWAY SIGNAL

Railway Systems Design, Inc., requires additional staff for the management of major signal and communications construction contracts to be performed for the Metropolitan Transportation Authority. Positions will be in the vicinity of New York City and include:

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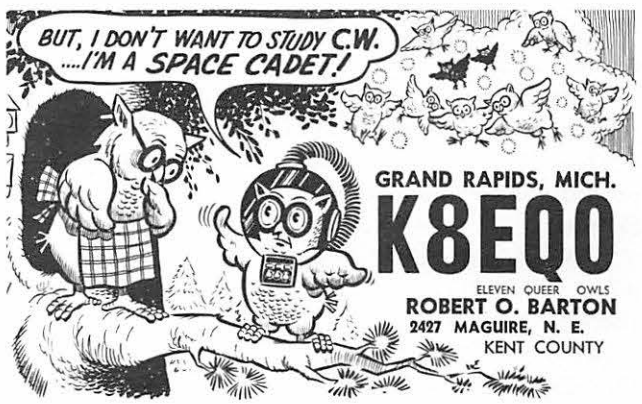

Missouri Pacific delegation

RRB INFORMATION

RRB Appeals Procedures Revised

Persons claiming benefits with the Railroad Retirement Board have the right to appeal the actions taken on their claims. Revisions in the Board's appeals process for retirement and survivor claims, effective August 24, 1982, provide for a formal three-stage review and appeals process, and reduce the amount of time during which a reconsideration request and appeal may be filed.

The following questions and answers describe the retirement and survivor claims appeals process under the new procedures. No change was made in appeals procedures for unemployment and sickness insurance claims.

1. **What is the first stage of the retirement-survivor claims appeals process and the new time limit?**

Persons dissatisfied with the decisions of the Board's Bureau of Retirement Claims may request reconsideration (a review of the facts) from that bureau. An individual now has 60 days, from the date of the initial notice of a decision on his or her claim, to file a written statement requesting reconsideration and, where applicable, waiver of a previous benefit overpayment. However, in decisions involving previous benefit overpayments, where the person maintains entitlement to further benefits, requests for reconsideration and/or waiver must be filed within 30 days of the overpayment notice. In such cases, a personal conference at the nearest Board office will also be granted upon request. The personal conference will be informal and conducted by a Board employee who did not participate in the original overpayment decision. The individual may be represented at the conference by an attorney or any other person.

2. **What are the second and third stage appeals procedures within the Board and their time limits?**

If dissatisfied with the Bureau of Retirement Claims' reconsideration or waiver decision, a person may appeal to the Board's Bureau of Hearings and Appeals. An individual now has 60 days from the date of the notice of the reconsideration decision to file an appeal with the Board's Bureau of Hearings and Appeals. An oral hearing will be held if the appellant requests one.

If an appellant is not satisfied with the Hearings and Appeals decision, he or she may further appeal to the three-member Board. An individual now has 60 days from the date of the notice of the Bureau of Hearings and Appeals' decision to file an appeal to the Board.

3. **Have appeal rights to a judicial review changed?**

No. An appellant who is not satisfied with the three-member Board's decision may file suit in a Federal Appeals Court within one year from the date of the Board's decision notice. This is the same procedure as was previously followed.

4. **What are the criteria applied to requests for waivers of benefit overpayments?**

A person's obligation to repay any erroneous benefit payments may be waived only if *both* the following conditions are met:

(1) The annuitant was not at fault in causing the overpayment; and (2) recovery of the overpayment would cause financial hardship to the extent that the annuitant would not be able to meet ordinary and necessary living expenses, or recovery would be unfair for some other reason. If an annuitant requests waiver consideration, he or she will be asked by the Board to complete a financial statement.

5. **What happens if a person's appeal is not filed within the prescribed time limits?**

Failure to request reconsideration or to file an appeal within the allocated time period will result in forfeiture of further appeal rights, unless there is good cause for the delay. Some examples of good cause include: the appellant's serious illness; a death or serious illness in the appellant's immediate family; destruction of important or relevant records; failure to be notified of a decision; or an unusual or unavoidable circumstance which demonstrated that the appellant could not have known of the need for timely filing or which prevented the appellant from filing in a timely manner. If good cause is not established, further appeal is not possible, except that the appellant may request reconsideration of the determination that the request was not timely filed.

6. **Do these steps and time limits apply to the Board's crediting of an individual's service and compensation?**

Yes. However, initial appeals would be directed to the Board's accounts bureau rather than the Bureau of Retirement Claims.

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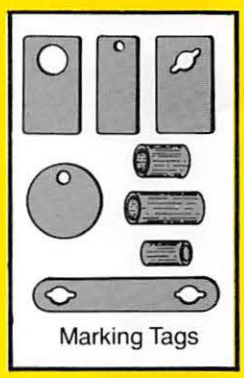
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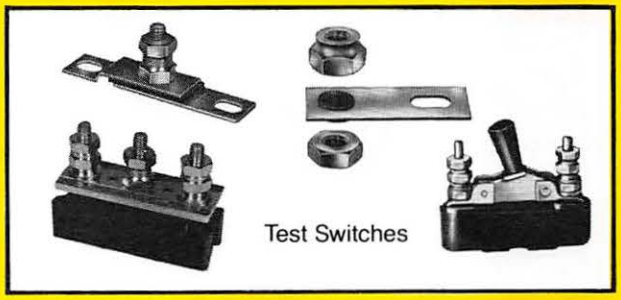
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Signal training course

You can learn about today's modern signal systems from the new Signal Training Course available from the Brotherhood of Railroad Signalmen. This is the famous Canadian National course that is the basis of many of the courses used by the nation's railroads in their signal training programs. CN has kindly given the Brotherhood permission to reprint this signal material. The 4-volume course is now in one 3-ring binder.

Volume I has 9 sections, as follows: 1- how to study; 2- signaling; 3- multimeter; 4- energy distribution; 5- batteries; 6- direct current; 7- track appliances; 8- understanding circuits; and 9- trouble shooting.

Volume II has 9 sections, as follows: 1- review; 2- direct current relays; 3- light signals; 4- switch circuit controller; 5- spring switch mechanism; 6- automatic block signals; 7- highway crossing protection; 8- highway crossing bell; and 9- highway crossing gate.

Volume III has 6 sections, as follows: 1- review; 2- direct current relays; 3- power operated switch machines; 4- coded track circuits; 5- electric switch lock; and 6- centralized traffic control systems.

Volume IV has 7 sections, as follows: 1- review volume I; 2- review volume II; 3-review volume III; 4- style C track circuit; 5- automatic interlocking; 6- hotbox detector; and 7- overlay track circuits.

To order your copy of this Signal Training Course, please send check or money order in the amount of $50 (U.S. Funds) payable to the Brother of Railroad Signalmen. Send your order and payment to Box U, Mt. Prospect, IL 60056.

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CLOTH EMBLEM with BofRS in white letters on red border, two locomotives, and green over red searchlight signal.

COASTERS with BofRS emblem in color are 3-inch diameter.

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5. Highway grade crossing warning systems, FRA RS&I tests
6. Remote control and automatic interlockings
7. Ctc machines and their operation
8. Maintenance of signal equipment

SIGNALMEN'S DECAL has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

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BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

MASTER NATIONAL AGREEMENT BOOK has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements.

A Summary of wage changes
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Signalman's Store

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Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. Everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc. **Information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, Box U, Mt. Prospect, IL 60056.**

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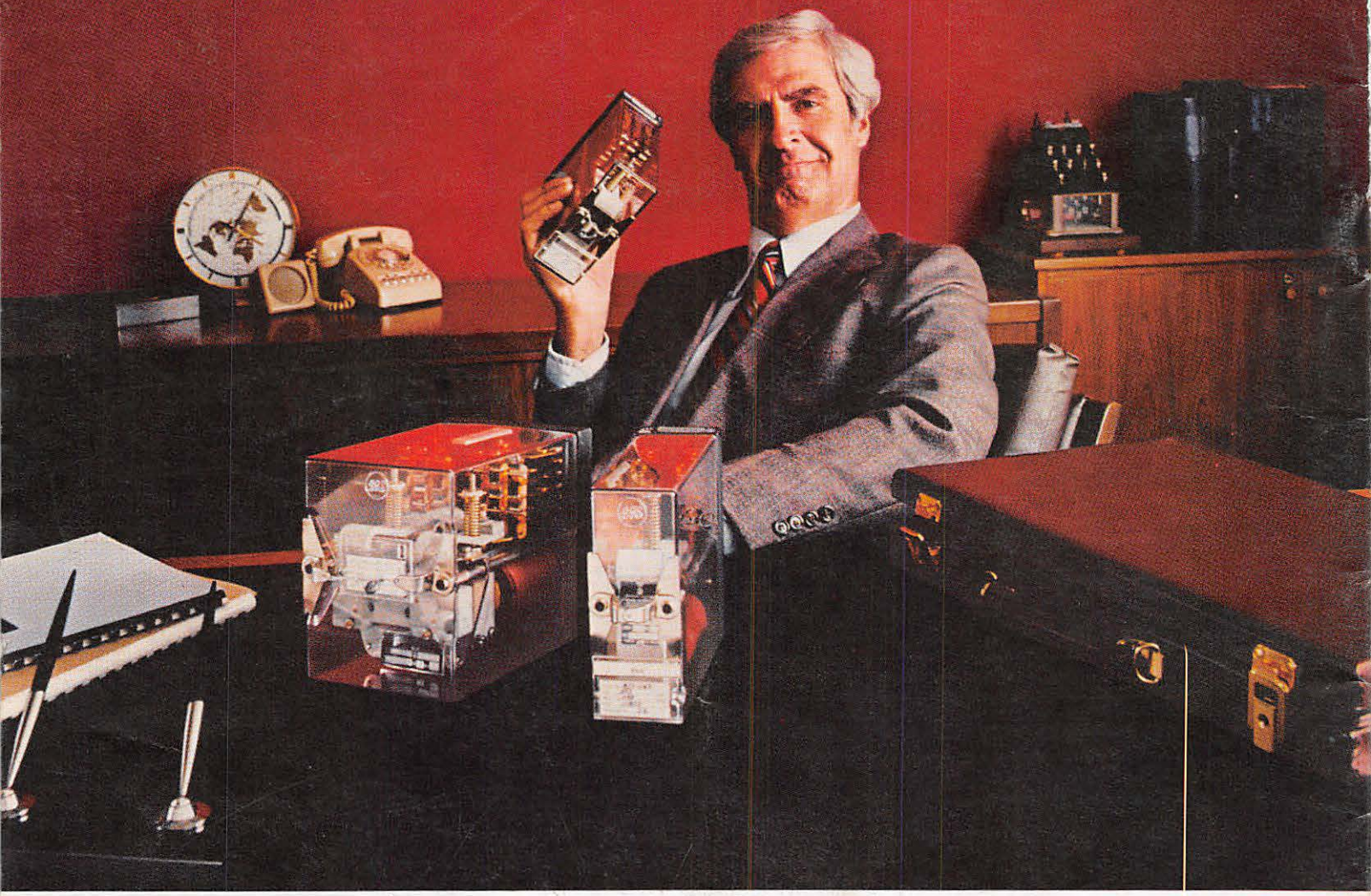
Security Blanket *noun*: a familiar object whose presence dispels anxiety



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